

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
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the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.

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Small 6.00

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to the Local Booksellers

No. 15,010. 號十壹零千五萬一第 日九十二月四年二十三結光 HONGKONG, TUESDAY, MAY 22ND 1906. 二拜禮 號二十二月五年六零百九千一英港香 PRICE, \$3 PER MONTH.



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ALEXANDRA BUILDINGS.
[a1342]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 275 lbs. net \$4.75 per cask ex Factory.
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a2771]

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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH
ELEY'S, SCHULTZ'S, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 29th November, 1902. 893

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. 45

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULIN
ARNHOLD, KARBURG & CO.
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THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
WM. FALLAINE, Manager.
Hongkong, 18th November, 1901. 47

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FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LAQUERED WARE.
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Hongkong, 23rd April, 1906. a33

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PLAYING CARDS, SETS OF BRIDGE, WHIST, PIQUET, BEZIQUE, WHIST MARKERS, BRIDGE MARKERS.	PLAYING CARDS, SETS OF BRIDGE, WHIST, PIQUET, BEZIQUE, WHIST MARKERS, BRIDGE MARKERS.
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3 Star, SPECIAL—The finest of all "Fog" WHISKIES at ... \$13.00
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DOUBLE BENEFITS for TRAVEL ACCIDENTS. FEVER, TYPHOID, and
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Hongkong, 16th August, 1905. [1905]



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Hongkong, 24th July, 1905. [a51]

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For Terms, apply
[a221] THE MANAGER.

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7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
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MACAO.

[FROM OUR CORRESPONDENT.]

ELECTRIC LIGHT.

May 21st.

The electric lighting so far is unsatisfactory. DEATH OF A PROMINENT CITIZEN.

Sorrow is occasioned by the death on Saturday morning of Mr. Albino Antonio Pacheco, which sad event took place at the residence of his mother-in-law, whither he had gone for a change. Mr. Pacheco was ill for three months. As Consul for Italy and Siam for many years, he had been decorated by the Portuguese Government with the orders of Christ and Condeao for good services rendered, and by the Chinese Government with the red button. He has very many friends in Hongkong, Shanghai, India and Europe. The funeral was very numerously attended. The coffin was covered with the Italian and Siamese flags. Mr. Pacheco left a widow and a large family.

ANOTHER DEATH.

Yesterday (Sunday) at 3 p.m. the wife of another popular and well-known citizen, Mr. Antonio J. Bato, passed quietly away at her residence, after a long illness. The deceased lady returned from a holiday at Shanghai some months ago.

AN OLD ORIGINATOR.

Mr. Dent, the proprietor of the Santa Sancha, is again having to complain of trespass and damage by the Public Works Department.

AMOI.

[FROM OUR CORRESPONDENT.]

May 19th.

Since the beginning of the year numerous reports have been brought into Amoy from the surrounding country that tigers have been making depredations among the cattle in the mountain villages. Several hunts have been organized, but only in one instance has any success been met with. Lieut.-Colonel Pitton, of the West Kent Regiment, visited the place with a party of friends about a month ago, and succeeded in bagging a magnificent tiger in the Lam Tai Bo mountains. This beast had made quite a name for herself by walking off with pigs, dogs, &c., and kept up her reputation to the end by severely mauling one of the hunters who happened to be in the death. He is now in the Amoy hospital and doing well. Many "China Hands" consider the Amoy tiger an overgrown cat, but I can assure them that this is a fallacy. Many have been killed not twenty miles from the Settlement measuring over ten feet from tip to tip, which, if in India, would proclaim them Royal beasts. In the good old days, when Messrs. Bruce of Tai & Co., and Burton, of B. & S., made a practice of bagging four or five "royals" in the season, numerous parties were organized to visit Mr. Stripes in his native wilds, but now with the advent of modern times, and the everlasting grab after the almighty dollar, this occasional sport of kings has fallen into a memory only. It is many years since tigers have been so numerous as they now are. In fact a day never goes past without hearing about some village pig-sty being cleaned out. Only a few days ago, I saw a couple of splendid skins being offered for sale on the Amoy Band, at \$20 each, so poor old countrymen, armed with prehistoric spears, can go out and make such a fine bag, a couple of good sports armed with rifles should have some luck. News came in yesterday that a large male and female, with two cubs at foot, were busy in the mountains behind Tong-An, a city about thirty miles from Amoy. Dr. H. Horne, one of our local medical men, has organized a party to go after them, and should the hunt be worked systematically a good bag should be the result. A peculiarity of the Amoy tiger is that it will hang around the same place from year to year. Therefore if one has a week to spare and is sure he is in the vicinity of the tiger, he can rely on getting a skin home. A cave high up in the mountains is the favourite resort of Mr. Stripes, and can be easily found by the horrible stench and the immense number of bones in the vicinity. It is rarely we hear of a "stranger" the first and last episode of that kind was when one of our local missionaries was walking over the hills at Chan-pin, found a Chinaman's sun hat, a carrying pole with two bundles attached, an immense quantity of blood, and the signs of a severe struggle. Knowing that a number of tigers were in the vicinity he, from these signs, made sure that one of them had been eating Chinaman.

Authentic cases are known where full grown tigers have come down from their mountain strongholds, entered the outskirts of the up-country cities, and made off with fresh pork. An incident of the year during happened at the beginning of the year. An old farmer had taken his cow and calf to graze on the side of Lam Tai Bo mountain, and while he was having his afternoon smoke, a large tiger suddenly made off with the calf. He pursued for a short distance, but finding that he could not keep up, he hastily tied his cow to a rock and made off post-haste to the village for help. Upon returning with half the village at his heels, he found his cow dead, with her throat torn open. The tiger, shot by Colonel Pitton got a share of the blame for this outrage.

Considering the small expense incurred in this grand sport, it is a surprise to many local residents that so few Hongkong sports come along to have a "go" at the beasts. Some of our old hands state that it is impossible to get at a tiger without employing the inhabitants of a whole village to act as baiters. This is a great mistake, as all one has to do is to get a good trustworthy guide, promise him a certain sum if he takes you to a genuine lair and if no tiger turns up he forfeits all claim to the promised reward.

POLICE COURT.

Monday, May 21st.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

A SOLICITOR FAILS TO APPEAR.

The case in which Mr. R. Harding, solicitor, was charged with damaging a chair in Hollywood Road in the early hours of Sunday morning, was called on, but as Mr. Harding failed to put in an appearance his bail of \$20 was exonerated.

NOISY CHINESE.

Two natives were charged with playing chair and in a restaurant at Queen's Road West on Sunday night; the first defendant was further charged with attempting to bribe a police officer.

Constable Watt stated that he heard an unusual noise when passing the restaurant in question, and on entering saw a number of men playing chair. He arrested the defendants, and on the way to the Central Station the first offered him a bribe of \$1, saying as he handed it to the officer "to get a drink". The second on arrival at the Station was admitted to bail in the sum of \$10.

The first defendant, admitted the first charge but denied the second. His Worship held both proved, and on the first charge fined the defendant \$5, and on the second \$25. The bail of the second defendant, who failed to appear, was exonerated.

GOVERNMENT PROPERTY.

Four junk masters were each ordered to pay a fine of \$50 for removing stones from Crown land at Lungkutan, near Capetown Pass.

ALLEGED FALSE TRADE-MARKS.

Wong Kwang-tai, trader, proceeded against Yik King-hoi of 153 Hollywood Road, for that he did on April 6th and other days falsely apply to certain Chinese medicines a trade-mark so nearly resembling the complainant's registered trade-mark as to be calculated to deceive; did falsely apply a false trade description to the said goods; and had in his possession certain dies, blocks, machines or other instruments for the purposes aforesaid.

Mr. G. K. Hall Branton (for Messrs. Branton and Hott) prosecuted, and Mr. E. J. Grist (for Messrs. Wilkinson and Grist) appeared for the defendant.

Mr. Branton said the complainant was carrying on business at No. 147 Hollywood Road as a dealer in herbs, and his case was brought under certain sections of Ordinance No. 2 of 1890. It appeared that the defendant had been carrying on the business for the last six or seven years, prior to that his father and grandfather conducted the same business. For 30 or 40 years this family had been using a certain trade-mark which was registered in 1897, and it appeared that the defendant, up to the beginning of this year was in the employ of the complainant. On April 6th he started business on his own account in the same street, and was selling medicine for practically under the same label as the complainant.

Mr. Grist: I might say at once, in order to shorten matters considerably, that the defendant who is now charged does not carry on the business. He was charged the wrong man, and I can produce the license of the man who keeps this shop. He is here and will come up and say he is the man.

His Worship (to Mr. Branton): You have no objection to amending the summons?

Mr. Grist: He can't amend it, a separate summons must be taken out.

Mr. Branton: The defendant is registered as the proprietor of the shop.

Mr. Grist: That is perfectly true. But where a house is let out in lots the landlord reports at the Registrar-General's who is the proprietor, not the tenant. The defendant did not know his name was registered as proprietor, and I take it there can be no question that this man is not responsible, because here is the license of the owner of the shop. It would be as well to bring him forward now, because if we proceed the case will take some considerable time, and then we shall find that we have got the wrong man.

His Worship: What do you say, Mr. Branton?

Mr. Branton: My instructions are that this is the right man.

Mr. Grist: I don't know whether my friend knows this matter was fought out some years ago. I believe it would help if we were able to get the magistrate's notes. My client, I think, was then fined \$15 at the end of a case which lasted something like two or three weeks, and then only on account of not having registered his trade-mark.

Mr. Branton: I object to proceed, your Worship.

Mr. Grist: Then I would suggest as a preliminary that we first consider the question as to whether this man is or is not carrying on business.

His Worship: Perhaps the complainant is going to say that this was actually sold him the goods.

Mr. Grist: Supposing he said that. The defendant may be simply a servant. I would refer your Worship to section 17.

Mr. Branton: If my friend is going to admit that this other man sold the tea, of course there is an end to his case.

Mr. Grist: I am prepared to call him to prove that he is the man carrying on this business. Then, your Worship, it will be a very small point, the question being as to whether there is or is not an infringement.

Mr. Branton: It is a peculiar point, because we actually wrote to the defendant, and since we have written he has amended the mark.

His Worship: That does not necessarily follow; probably his master got frightened.

Mr. Grist: The peculiar question is as to whether the shop in which defendant is a foki is entitled to use the words "Wong Lo Kat". They have been in use for 100 years, and were

invented by a monk. I contend that they are entitled to use them. It is a question like that of tansan.

His Worship: Or how. I think it is better that the case should be adjourned sine die. Mr. Grist is going to produce a man who will say: "I am the man who owns the shop and this is my foki." That is an absolute defence.

Mr. Grist: It is an absolute defence to this particular charge, but my friend can issue a fresh summons against the other man.

Mr. Branton: Sub-section 2 of the Ordinance says: "Every person who sells or has in his possession, etc."

His Worship: Then it is purely a question whether foki sell.

Mr. Branton: But if he is actually employed in the shop?

His Worship: Mr. Grist would just produce his man to say that the defendant was employed at \$10 a month, then I should have to discharge him. The shopkeeper says, he sells certain goods, and I understand Mr. Grist is not going to raise the question as to whether he does or does not sell it. It is a point of law. I will adjourn the case sine die to enable Mr. Branton to take such action as he may be advised.

SIR GEORGE T. M. O'BRIEN.

Sir George Thomas Michael O'Brien, who since March 1885 has been enjoying an annual pension of £742 from the Hongkong Government, and who died in London recently, was born in 1844 and was the third son of the Right Rev. James Thomas O'Brien, Bishop of Ossory, Ferns, and Leighlin. He was educated at Westminster and Trinity College, Cambridge. In 1867 he joined the Civil Service and went out to Ceylon. He was mainly instrumental in inducing the local Government to guarantee the notes of the Oriental Bank on the failure of that corporation, a step which averted much loss and has resulted, through the consequent vesting of the notes in the hands of the Government, in an annual profit. He afterwards served as Colonial Secretary in Cyprus and Hongkong, and in 1897 became Governor of Fiji and High Commissioner and Consul-General for the Western Pacific. The state of Sir George O'Brien's health prevented him from accepting high office in other tropical possessions of the Crown, and his illness culminated in a heart affection, from which after weeks of much suffering, he died. His character was marked by earnestness in the public service, dislike to publicity, or any form of self-advertisement and great generosity to friends and subordinates. A correspondent who knew Sir George well writes to *The Times*: "Sir George O'Brien was in his day one of the ablest men and highest characters that the Colonial Service has produced. He was one of the growing number of British cadets who have been called to high office in other colonies than those to which they were originally appointed. Sir Cecil Clementi Smith, the brothers Swettenham, and others have been illustrations of the men who enter the Government service of the Eastern colonies, and no man ever joined that service who was more conspicuously capable and high-minded than the late Sir George O'Brien. With his life-long friend, Sir Alexander Swettenham, the present Governor of Jamaica, he served many years in the Colonial Secretary's office at Colombo, and at the time when Ceylon was passing through a financial crisis owing to the collapse of the Oriental Bank, Lord Stamer's principal adviser in the emergency was Sir George O'Brien. Reserved in manner, he was not popular in the ordinary sense; but those who knew him trusted him implicitly and relied on his strength and the transparent absence of any personal motives which was one of his main characteristics. Had he been more self-seeking he might have been more successful, but his indifference to his own losses or gains was one of the most valuable features of a very strong character."

SECURETY IN WAR TIME.

Premature publication of war news may disclose the whole plan of campaign to an enemy. Every patriotic pressman—as well as the ordinary man—would welcome any means to obviate such a danger. A Journalist writing in the *Fortnightly Review*, quotes the following from the *Daily Mail*:

It is difficult to see how any opposition, in or out of Parliament, would arise against a Bill making it a penal offence to publish any news of war or military movements, except such news as might be authorized by the responsible authorities. If such a Bill were passed, with powers to make it operative by Order in Council whenever the Government of the day so decided, it would be instantly available; it would leave the press as free as now to criticise, expose, and suggest; it would in no way interfere with the war correspondent, who, if he is honest, will pass the censorship at the front, would rank as official intelligence; it would apply impartially to all papers; and it would secure the country against one of the gravest and most needless perils to which it is now exposed. This is a queer task for a journal which during the South African war was said to pride itself on evading the censorship by means of a pre-arranged code.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Oceanic*, with the next French mail, left Singapore on the 21st inst., at 2 p.m.

The T.G.M. str. *Prussien*, carrying the German mails with dates from Berlin of the 24th April, left Singapore on Saturday, the 19th inst., at 2 p.m., and may be expected here on or about Thursday, the 24th inst., at 3 a.m.

The N.Y.K. str. *Suzuki Maru* (European line) left Kobe via Moji and Shanghai on the 19th inst., and is expected here on the 25th inst.

The C.N. str. *Changsha*, from Australian ports, left Thursday Island on the 19th inst., at daylight, and is due here on the 31st inst.

The C.N. str. *Zeina*, from Japan ports, leaves Kobe on the 21st inst., and is due here on the 25th inst.

The S.N. str. *Minnesota*, from Seattle, left Kobe on Sunday, the 20th inst., at noon.

Sir Edward Grey, in the House of Commons, said that the claims put forward by Turkey raised issues far beyond the mere question of the possession of Tabah; the safety of the Suez Canal was threatened. Great Britain could not ignore that.

REVIEWS.

Maine's Ancient Law, with Introduction and Notes, by SIR FREDERICK POLLOCK, BART. London: John Murray.

Legal works as a rule do not appeal to the lay mind, but though the book under notice will possess greater attraction for the student of jurisprudence it is not without interest for the general reader, more particularly he or she who can appreciate any contribution which emphasises the vast unifying influence of the conception of evolution. And that is really what this work does. It shows that legal ideas and institutions have a real course of development as much as the genera and species of living creatures, and when we remember that "Ancient Law" first made its appearance in 1861, we must acknowledge the scientific spirit which in those early days enabled the author to place legal and historical science in its proper place. As Sir Henry Maine's "Ancient Law" is now a classical text, it is almost unnecessary to pass any commentary on the work itself except to remark that the modifications and corrections in later editions, while enhancing its value do not materially alter the theory of legal development as originally propounded by the author, which has indeed been generally accepted. The introduction by Sir Frederick Pollock is a fair and impartial statement of what Maine has accomplished, while the notes and supplementary criticisms from the same pen will be found very acceptable by the legal student. Everybody knows now that our modern jurisprudence is larded with Roman notions, so that it is not surprising to find the author drawing from it the greater number of his illustrations, but his extraordinary insight led him to realise the influence of other and earlier sources, and this gives to the work a comprehensiveness and thoroughness which could only be born of the true philosophical research. Some of his chapters, notably those on the law of nature and equity, and on the early history of property have all the charm of a novel, while equally readable is that on "The early history of contract," especially where Sir Henry becomes more discursive. In this he points out that Roman law has only slightly affected metaphysics, the explanation being that discussion on such subjects had always been conducted in Greek, consequently no Greek speaking people had ever felt itself seriously perplexed by the great question of Free Will and Necessity. "Legal science," he says, "is a Roman creation, and the problem of Free Will arises when we contemplate a metaphysical conception under a legal aspect." Whether this dictum be accepted or not, it is interesting as an attempt to explain the difference of the theological minds in the Roman and the Byzantine Empires. Other features of the work are those wherein the author shows the relatively modern character of the individual citizen's disposing power, especially by will and freedom of contract, as well as the still more modern appearance of true criminal law. The price of the book is 5s.

Jack Derringer, by BART LUBBOCK. London: John Murray.

This is a yarn of deep water about which it were easy to be too dogmatic. It is at once unthinkable and yet true to life, foolishly romantic and shockingly brutal. The author seems to know the force as few know it, and yet he lacks the knack of convincing us. The true parts are not a bit exaggerated, but they seem to be. It is in one volume a virile disclosure of life on a "Yankee Hell-ship," a penny dreadful romance, and a plain tale from the sea. The author seems to have been anxious to show us how many distinct dialects he can manage with one hand so to speak, and introduces footnotes to show that even Kipling cannot beat him in technical terms. A German sailor might conceivably say something like "Der teufel ich, and it serves him right," but would a Chinese cook say, "me heep 'fraid" for "my too much fear"? It sounds more like one of Fenimore Cooper's noble red men. "Think-um China boy plenty mukkee sick, plays him die plenty soon," is still further astray. Mr. Lubbock has come short of the glory of real literature; but no doubt his yarn will find many appreciative readers.

Tenebris, by ARTHUR H. ADAMS. London: T. Fisher Unwin.

After a careful reading of this romance of New Zealand and the Commonwealth, which forms an excellent addition to the excellent series of "First novels," we decided to dub Mr. Adams the George Moore of Australasia. That is the nearest we can come to classifying him. It is a tale of youth, and dreams, of adolescence, of ambition, of kicking against the pricks; and it is well and truly set forth by one who sees and understands. As often happens with first books, the author has crammed into one material for half a dozen, and each of the 311 pages is good-writing and good reading.

Soul Twilight, by LUCAS CLERKE. London: John Long.

"Soul Twilight" as a title is enough to scare away anybody, so sickly sentimental does it sound; but the explanation of the title sets that right. It is a happy way of expressing those moments of our lives when we do not see clearly, do not quite understand, however fixed our principles or clear our mental light. It is a good story of conjugal misunderstandings and wasted passions and petty human failings, with a reasonable finale when the soul twilight is over and the dawn of pardon, peace, and love comes up "like thunder out of China cross the bay."

An excellent idea of the *Kolnische Zeitung* is that foreign ships of war on the China station should be neutralised, so that if war were to break out, say, between France and Germany, there should be no necessity for the crews to leave their police duty in order to kill each other. No objections should be forthcoming from the Far East, at any rate.

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WELCOME WITHOUT COST.

NO NATIONAL EXPENDITURE ON JAPANESE SAULERS.

The *Daily Chronicle* says: "We 'banzaid' and went frantic over the officers and 600 Japanese seamen who came to London in March; but it appears that we spent no money on our enthusiasm."

It is somewhat humiliating to find that the cost of entertaining the Japanese visitors, everyone of whom was a veteran of the late war, fell upon the Japanese community resident in London. Not one penny-piece was subscribed by the admirers and beneficiaries of the Far East Alliance. It is true that no English money was asked for. It seems equally true that none was offered. With the finest Oriental pride, when the visit of the men was shadowed, the following important firms formed themselves into an entertainment committee, making their arrangements through the Japanese Embassy.

The Nippon Yusen Kaisha (Japanese Steamship Company).

Messrs. Mitsui and Co., shipowners.

Messrs. Okura and Co., merchants and engineers.

The Yokohama Specie Bank.

Messrs. Takata and Co., merchants, etc.

"They invited no outside subscriptions, even from those of their own race; and the committee are now setting up the cost. It falls to be said that absolutely no complaint is made by the committee in regard to the finances of the visit."

"Everybody is quite satisfied," said Mr. Kumura, of the firm of Mitsui and Co., the other day. "The men had a splendid reception, they enjoyed themselves fully, they saw all the sights free, and we are more than content to pay the little it cost to feed them and take them about."

"Don't forget," it was also said by a member of the committee, "that they were given by the authorities free admission to the Tower and to the Royal Observatory and Hospital at Greenwich. Then, again, look at the kindness of the War Office in giving as the use of the Duke of York's Military School Band and of the Admiralty in sending the band of the Greenwich Naval School. The committee, as well as the officers and men, have also thanked heartily the management of the Coliseum, the Lyceum, the Alhambra, and the Crystal Palace for their kind invitations to witness the performances; and there was also tea at 'Jack's Palace' in Slough."

"No, we have nothing to grumble at. This was not an official visit of the Japanese Fleet to its allies. Our men had come over privately to man the two battleships you have built so well for us; that is all."

At the same time it seems regrettable that beyond the spontaneous offers of places of entertainment, the luncheon given by the Lord Mayor to the officers at the Mansion House, and Lord Tweedmouth's dinner, at which the chief officers were present, there was no public effort to entertain our seamen allies. The Admiralty has no funds out of which to defray the cost of an official reception in such a case, and it really had no official knowledge of the presence in London of 600 Japanese seamen. The recent visit of the British Fleet to Japan is not strictly analogous, but we believe that on that occasion money was spent not only by the English community, but by the Japanese nation and by Japanese nobles and merchants.

THE MORRISON MEMORIAL HALL.

The name of Dr. Morrison is inseparably connected with Canton and Macao. He was the first Protestant missionary to China. Next year will be the centenary of that event. There has, therefore, been a natural desire to recall the advent of Protestantism in China, and to perpetuate the memory thereof in a lasting way. The Canton Missionary Conference has now so far committed itself to a scheme, that it has appointed a committee of its members to seriously consider the possibility of erecting in Canton a Morrison Memorial Hall. The suggestion, whilst no doubt vaguely present in the minds of many, was, as was natural, formulated by the Rev. T. W. Pearce, the head of the London Mission in Hongkong and Canton, in connection with which Mission Dr. Morrison came to China. It is proposed to hold a mass meeting on the 1st of July. Meanwhile the idea is to raise \$200,000 silver, with which to purchase a land on which to erect the hall; the project is an ambitious one; but one which will probably be realised. The enterprise, according to the suggestions of the Canton Missionary Conference, will practically be in the hands of the Y.M.C.A. The Committee of the Conference hopes that the various organisations of the Y.M.C.A. all over the world will be interested in the movement, and with that powerful body in America and in Canada, especially behind it, there is little danger that the undertaking will prove abortive. It is proposed that the International Committee of the Y.M.C.A. in New York be empowered to receive all funds; and that a special committee be appointed in America, Canada, Great Britain, Europe, Australia, and China respectively, who shall act as local treasurers and receive funds to be forwarded to the New York centre. The ambition is worthy of the occasion, and the man, and all those interested will hope for a glorious success, and give their share to make success assured.—*N.C. Daily News*.

TORTURE AND HUMILIATION

For Fifteen Years Face and Body Mass of Itching Sores—Could Not Express Suffering—Doctors Did No Good.

CURED BY CUTICURA WHEN HOPE HAD GONE

"My head was one mass of scabs, my forehead was covered almost to my eyebrows, and I had to wear my hat all the time. My body was covered with spots in size from a pinhead to as large as a silver dollar. A white, crusty scab would form and itch, and words cannot express the torture and humiliation I suffered for fifteen years. I tried many doctors, and all kinds of treatments, but could get no help, and I thought there was no hope for me. A friend told me to get Cuticura. I did, and in three days my skin was as clear as ever. I applied Cuticura Ointment night and morning, also taking a hot bath with Cuticura Soap three times a week, and using the Ointment freely after the bath. After using one cake of Cuticura Soap and two boxes of Cuticura Ointment I was completely cured, without mark or blemish. I was so pleased I felt running down the street to tell every one I met what Cuticura had done for me. If any one is in doubt about this they may write to me. (signed) H. B. Franklin, 717 Washington St., Allegheny, Pa."

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For Every Humour from Pimples to Eczema

Complete external and internal treatment for every humor, consisting of Cuticura Soap, Ointment, and Pills, may now be had of all chemists. A single set is often sufficient to cure the most torturing, disgusting, itching, burning, and scaly humours, eczema, rashes, and irritations, from infancy to age, when physicians and all else have failed.

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SHIPPING.

ARRIVALS.

BANCA, British str., 3,794, J. B. Ferguson, 21st May—Dombay and Singapore 15th May. General—P. & O. S. N. Co.
 HANNOI, French str., 739, Merles, 21st May—Haiphong via Hanoi 17th May, General—A. R. Marty.
 KWEICHOW, British str., 1,200, Hooker, 20th May—Thienin and Chefoo 15th May, General—Butterfield & Swire.
 KWANGSANG, British str., 1,428, P. Baker, 21st May—Shanghai via Swatow 13th May, General—Jardine, Matheson & Co.
 MEYERS, British str., 3,016, Jas. Milne, 21st May—Shanghai 18th May, General—Butterfield & Swire.
 NAGASAKI, British str., 2,591, P. H. Rolfe, 21st May—Calcutta 6th May, General—Jardine, Matheson & Co.
 NANNIAN, British str., 1,400, A. Jones, 20th May—Saigon 16th May, General—Bradley & Co.
 NORON, Norwegian str., 1,457, W. Wilhelmsson, 21st May—Molokai 14th May, Coal—Mitsui Bussan Kaisha.
 RANSAI, British str., 2,707, F. C. Mullin, 21st May—Shanghai 17th May, General—Shewan, Tomes & Co.
 SUEATIMOK, British str., 2,295, King, 20th May—Molokai 14th May, Coal—Mitsui Bussan Kaisha.
 TWICKENHAM, British str., 2,736, J. E. Parker, 21st May—Kuchinotsu 15th May, Coal—Dodwell & Co.
 WONKOR, German str., 1,115, W. Reher, 21st May—Bangkok 15th May, Rice—Melchers & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE
 May 21st.
 ANKER, British str., for Calcutta.
 ILHONG, German str., for Hongkong.
 KONGSANG, British str., for Canton.
 SOLAN, Norwegian str., for Bangkok.

DEPARTURES.

MAY 20th.
 CHITVEN, Chinese str., for Canton.
 HOSKIN, German str., for Hongkong.
 KWEICHOW, British str., for Canton.
 MAY 21st.
 PRITHOPE, Norwegian str., for Canton.
 JOHANN, German str., for Deli.
 TAIKOSAN MARU, Japanese str., for Kuchinotsu.

SHIPPING REPORTS.

The Norwegian str. Norden reports: Strong northerly winds, high sea and cloudy.
 The British str. Trichinopoly reports: Fresh winds and sea, with more or less fog.
 The British str. Magpie reports: Moderate to strong N.E. winds, high S.E. sea off Breaker Point.
 The British str. Nanshan reports: Had light southerly breeze and smooth sea to this date. The sea fresh N.W. wind and moderate high swell. Towards port, wind freshened and varied to N.N.E. with high N.E. to E. sea.
 The British str. Nanshan reports: Saigon to Paracels, weather fine, calm and variable; from thence to port weather threatening. Barometer falling with heavy S.E. swell. May 17th spoke Despatch, near Pulau, from Hongkong for Saigon.

VESSELS PASSED ANKER.

MAY 2. Dutch str. Sander, Gathie, May 2, from Batavia for Rotterdam.
 MAY 2. French str. Antoinette, Chaudron, March 29, from Bangkok.
 MAY 2. German str. Wally Rickmers, Hellenich, from Bangkok.
 MAY 4. Dutch str. Willem, Bagchus, March 31, from Rotterdam for Batavia.

VESSELS IN DOCK.

MAY 21st.
 ABERDEEN DOCKS.—
 KOWLOON DOCKS.—Loongoo, Alu, Hne, H.M.S. Robin, Tremont, Fooking, Rajah.
 TEMPOUTAN DOCK.—Lyconoon.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAICHUNG."
 Captain A. E. Hodgins, will be despatched for the above ports TO-DAY, the 22nd inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAPELLE & Co.,
 General Managers.
 Hongkong, 17th May, 1906. [100]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "CATHERINE APCAR."
 Captain A. Stewart, will be despatched for the above ports TO-DAY, the 22nd inst., at NOON.
 For Freight or Passage, apply to
 DAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 14th May, 1906. [107]

NIPPON YUSEN KAISHA.
 HONGKONG-SWATOW-BANGKOK LINE.
 FOR SWATOW AND BANGKOK.

THE Chartered Steamship
 "CHILDAR."
 Captain H. Niles, will be despatched as above TO-DAY, the 22nd inst., at NOON.
 For Freight or Passage, apply to
 NIPPON YUSEN KAISHA.
 Prince's Building.
 Hongkong, 19th May, 1906. [1104]

"SHIRE" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.

THE Steamship
 "FLINTSHIRE."
 Will be despatched for the above ports TO-DAY, the 22nd inst., at NOON.
 For Freight and Passage, apply to
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 6th April, 1906. [824]

NOTICE TO KOWLOON RESIDENTS
 EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S, KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.
 Hongkong, 22nd December, 1903.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	FLINTSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	To-day.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHYLON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 2nd June, at Noon.
LONDON & ANTWERP.	DENMORE	Brit. str.	—	Webster	GIBB, LIVINGSTON & Co.	About 4th June.
LONDON, AMSTERDAM & ANTWERP.	THOMAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
AMSTERDAM, LONDON & ANTWERP.	MOYNE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
AMSTERDAM, LONDON & ANTWERP.	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP.	DEUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th June.
AMSTERDAM, LONDON & ANTWERP.	AJAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th June.
MARSEILLES, &c. VIA PORTS OF CALL.	CALEDONIAN	French.	—	Gregor	MESSAGERIES MARITIMES	On 20th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG.	C. FERD. LAEHRICH	Ger. str.	k. w.	Mayerdiercks	HAMBURG-AMERICA LINE	On 1st June.
BREMEN, VIA PORTS OF CALL.	FRIZ HAHNICH	Ger. str.	k. w.	P. Groch	MELCHERS & Co.	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 23th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	On 26th June.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERICA LINE	On 24th June.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k. w.	Schuelke	HAMBURG-AMERICA LINE	On 28th June.
HAVRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. w.	Forch	HAMBURG-AMERICA LINE	On 12th July.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aust.	—	D. Mistrorigo	SANDER, WILKIE & Co.	On 23rd June, P.M.
GENOA, MARSEILLES & LIVERPOOL.	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th June.
GENOA, MARSEILLES & LIVERPOOL.	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK VIA PORTS & SUEZ CANAL.	RAMSAJ	Am. str.	—	—	SHEWAN, TOMES & Co.	To-day.
NEW YORK VIA PORTS & SUEZ CANAL.	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 31st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TABATA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-morrow.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	MINNESOTA	Am. str.	—	T. W. Carlick	DODWELL & Co., Ltd.	On 26th inst.
SEATTLE VIA SHANGHAI & JAPAN.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th June.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	J. H. Binder	NIPPON YUSEN KAISHA	On 12th June.
AUSTRALIAN PORTS VIA MANILA.	WILLIAD	Ger. str.	1 m.	Metzenhain	PORTLAND & ASIATIC S.S. Co.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA.	TRIAN	Brit. str.	—	Obonauer	MELCHERS & Co.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	EASTERN	Brit. str.	—	Powell	BUTTERFIELD & SWIRE	On 30th inst.
VLADIVOSTOK.	ORANGE BEACH	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 2nd June, at Noon.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE.	PALMA	Brit. str.	—	G. W. Cockman, R.N.R.	DODWELL & Co., Ltd.	About 2nd June.
JAPAN VIA SHANGHAI.	TOYAMA	Dut. str.	—	—	P. & O. S. N. Co.	About 27th inst.
TIENSIN VIA SWATOW & CHEFOO.	CHITSHING	Brit. str.	—	—	JARDINE, MATHESON & Co.	Quick despatch.
CHEFOO & TIENSIN.	KWICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI VIA SWATOW.	WINGANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 24th inst.
SHANGHAI & CHINKIANG.	SHANGHAI	Brit. str.	1 m.	J. T. Leing	BUTTERFIELD & SWIRE	To-day.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	SHANGHAI	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow, A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	BAISAN	Ger. str.	—	J. B. Ferguson	MELCHERS & Co.	To-morrow.
SHANGHAI, MOJI & KOBE.	PRINCE	Ger. str.	—	Schmidt	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, YOKOHAMA & KOBE.	NIPPON	Aust.	—	—	SANDER, WILKIE & Co.	On 24th inst., P.M.
SHANGHAI.	SHAOHSING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA.	OSAKA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 28th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	SHOSHU MARU	Jap. str.	—	T. Namoto	OSAKA SHOSSEN KAISHA	On 31st inst., A.M.
SHANGHAI.	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 31st inst.
NINGPO & SHANGHAI.	YOHCHO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
TAMSUI VIA SWATOW & AMOY.	DAI NIKU MARU	Jap. str.	—	S. Tagami	OSAKA SHOSSEN KAISHA	On 27th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY.	DAI NIKU MARU	Jap. str.	—	Sato	OSAKA SHOSSEN KAISHA	On 3rd June, at 10 A.M.
ANPING VIA SWATOW & AMOY.	MAIZURU MARU	Jap. str.	—	Merlin	OSAKA SHOSSEN KAISHA	On 30th inst., A.M.
SWATOW, AMOY & FOCHOW.	HAICHING	Brit. str.	2 h.	A. P. Hodgins	DOUGLAS LAPELLE & Co.	To-day, at 11 A.M.
SWATOW & BANGKOK.	CHILDAR	Brit. str.	—	H. Niles	NIPPON YUSEN KAISHA	To-day, at Noon.
MANILA.	TEAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
MANILA.	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 25th inst., at 4 P.M.
MANILA.	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 26th inst., at Noon.
MANILA.	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 2nd June, at Noon.
CEBU & ILOILO.	KAIFONG	Brit. str.	1 m.	A. Stewart	BUTTERFIELD & SWIRE	On 25th inst.
SINGAPORE, PENANG & CALCUTTA.	CATHERINE APCAR	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA.	FOOKSANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co.	On 25th inst., at 3 P.M.
SINGAPORE, COLOMBO & BOMBAY.	TIENSIN	Brit. str.	—	—	P. & O. S. N. Co.	About 26th inst.
SINGAPORE, PENANG & CALCUTTA.	NAMSAO	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 29th inst., at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila	On 26th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 20th May, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "RAMSAY" ... On 22nd May, 1906.
 S.S. "ANGLO SAXON" ... About Beginning of July.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS

Hongkong, 6th April, 1906. [19]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAMERS	DATE	REMARKS
SHANGHAI, MOJI and KOBE	BANCA { J. B. Ferguson	About 23rd May	Freight only.
LONDON and ANTWERP	CEYLON { C. F. Lockstone, R.N.R.	About 23rd May	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	—	—	—

* SINGAPORE COLOMBO and TIENSIN About 26th May Freight only.

YOKOHAMA VIA SHANGHAI, PALMA About 27th May Freight only.

MOJI and KOBE { G. W. Cockman, R.N.R. About 27th May Freight only.

SHANGHAI { ARCADIA { W. W. Cooke, R.N.R. About 31st May Freight and Passage.

LONDON &c. VIA USUAL PORTS OCEANA { W. Hayward, R.N.R. Noon, 2nd June See Special of Call

* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT,
 Superintendent.

Hongkong, 20th May, 1906. [1]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STRAMERS	DATE	REMARKS
SHANGHAI VIA SWATOW	"WINGSANG"	Tuesday, 22nd May, 4 P.M.	
TIENSIN VIA SWATOW & CHEFOO	"CHIPSING"	Tuesday, 22nd May, 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 25th May, 3 P.M.	
MANILA	"YUENSANG"	Friday, 25th May, 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 29th May, 3 P.M.	

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.

Hongkong, 18th May, 1906. [18]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE FOR 12 Days Across the Pacific is the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425 Tons	WEDNESDAY, 23rd May	16th June.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 30th May	20th June.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 20th June	11th July.
"ATHENIAN"	3,882	WEDNESDAY, 27th June	21st July.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 11th July	1st Aug.
"MONTAGUE"	5,500	WEDNESDAY, 18th July	11th Aug.

THE Quickest route to CANADA, UNITED STATES AND EUROPE calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 462.

Intermediate and 1st Class Rail ... £40, ... £42.

R.M.S. "MONTAGUE," "ATHENIAN" and "EMPEROR" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Fiddler Street and Praya, opposite Blake Pier.

[6]

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA"

(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. RINDER, On TUESDAY, 12th JUNE, 1906.

"DAKOTA," Captain E. FRANCHIE, On SATURDAY 21st JULY, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian, Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARDEN SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
 AGENTS.

Hongkong, 20th December, 1905. [23]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI ISLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

TONS. CAPTAIN TO SAIL AT NOON

"ARABIA" 4,483 Metzenhain May 22nd, 1906.

"ARAGONIA" 5,198 Ernest June 11th,

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.	
GLASGOW and LIVERPOOL	"AJAX"	On 31st May.	
GLASGOW and LIVERPOOL	"MEMNON"	On 7th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 14th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st June.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 28th June.	
GLASGOW and LIVERPOOL	"PINGSUET"	On 5th July.	

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 22nd May.	
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.	
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.	
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 26th June.	
AMSTERDAM, LONDON and ANTWERP	"AJAX"	On 3rd July.	
AMSTERDAM, LONDON and ANTWERP	"PROMETHEUS"	On 17th July.	
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 24th July.	
AMSTERDAM, LONDON and ANTWERP	"PINGSUET"	On 31st July.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST	"STENTOR"	On 10th June.	
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST	"KEEMUN"	On 16th June.	

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 22nd May.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 29th May.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 5th June.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 12th June.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 19th June.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 26th June.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 3rd July.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 10th July.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 17th July.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 24th July.	
MANILA, SHANGHAI and CHUNGKING	"SHANGHAI"	On 31st July.	

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Sergeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED BALCONY FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th May, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 27th May,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 3rd June,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 10th June,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 17th June,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th June,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 1st July,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 8th July,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 15th July,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 22nd July,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 29th July,	
TAMUOI VIA SWATOW	"DAIGI MARU"	SUNDAY, 5th August,	

These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table. A duly qualified
Sergeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	2,600	T. W. Garlick	On 28th May.
LYRA	2,447	G. V. Williams	On 3rd July.
SHAWMUT	2,600	E. V. Roberts	On 27th July.
TREMONT	2,600	T. W. Garlick	On 22nd August.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 25th April, 1906.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
ARCADIA	HAVRE and HAMBURG	On 28th May Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
C. F. E. D. LAEISZ	MARSEILLES, HAVRE and HAMBURG	On 1st June Freight.
Capt. Meyerdercke	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAVRE, BREMEN and HAMBURG	On 8th June Freight.
Capt. Brohm	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 24th June Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	
ACILIA	HAVRE and HAMBURG	On 28th June Freight.
Capt. Schalk	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE and HAMBURG	On 12th July Freight & Passengers.
Capt. Forck	(Calling at Singapore, Penang and Colombo)	

* Special attention of intending Passengers is drawn to the splendid accommodation of this
steamer. Saloon and cabin amplitudes. Lighted throughout by electricity. Duly qualified
doctor and stewardess are carried.
For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATE
PRINZ HEINRICH	23rd May
ROON	6th June
PREUSSEN	20th June
ZIETEN	4th July
GNEISENAU	18th July
BAVERN	1st August
PRINZ REGENT LUITPOLD	14th August
PRINZ EITEL FRIEDRICH	28th August
SACSEN	12th September

ON WEDNESDAY, the 23rd day of MAY, 1906, at Noon, the Steamship
"PRINZ HEINRICH," Captain F. Rosch, with MALES, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 21st May. Cargo and
Passenger Orders will be granted till 5 p.m. on TUESDAY, the 22nd May. And Parcel
Orders will be received at the Agency's Office until Noon, on TUESDAY, the 22nd May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
and Parcels should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$51 0 0	\$42 0 0	\$22 0 0
TO NAPLES, GENOA AND GIBRALTAR	\$91 0 0	\$63 0 0	\$33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$65 0 0	\$44 0 0	\$24 0 0
TO NEW YORK VIA SUEZ	\$115 0 0	\$79 0 0	\$47 0 0
VIA NAPLES, GENOA OR GIBRALTAR	\$68 0 0	\$46 0 0	\$27 0 0
VIA BREMEN OR SOUTHAMPTON	\$123 0 0	\$83 0 0	\$49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar,
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc. to be at passenger's
expense.

TOUR VIA INDIA.
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERUPTION OF THE VOYAGE IN EGYPT.
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER	TONS	SAILING DATE
WILHEHAD	4763 tons	TUESDAY, 29th May.
PRINZ WALDEMAR	3227 tons	TUESDAY, 26th June.
PRINZ SIGISMUND	3392 tons	TUESDAY, 24th July.

ON TUESDAY, the 29th MAY, at Noon, the Steamship "WILHEHAD," Captain
Obenauer, has splendid accommodation and carries a Doctor and a Stewardess.
Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$30	\$20	\$10
TO NEW GUINEA	\$28	\$18	\$9
TO BRISBANE	\$28	\$18	\$9
TO SYDNEY	\$28	\$18	\$9
TO MELBOURNE	\$28	\$18	\$9
TO YOKOHAMA	\$28	\$18	\$9
TO KOBE	\$28	\$18	\$9
TO YOKOHAMA and back from KOBE	\$140	\$100	\$60

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND AMERICA \$97 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA \$97 0 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

STEAMERS	SAILING DATE
SHANGHAI, NAGASAKI, PREUSSEN	Wednesday, 23rd May.
KOBE & YOKOHAMA, ZIETEN	Wednesday, 6th June.
SHANGHAI, NAGASAKI, ZIETEN	Wednesday, 6th June.
KOBE & YOKOHAMA, PRINZ WALDEMAR	Wednesday, 6th June.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates:—
To London via Plymouth or Southampton 1st Class \$62 0 0.
To Bremen 65 0 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibraltar 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to—
MELOCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

FOR VLADIVOSTOCK.

THE Steamship
"ORANGE BRANCH," 3,435 Tons,
will be despatched for VLADIVOSTOCK
about the 2nd June, to be followed by
"VINE BRANCH," 3,442 Tons.
For Freight, etc., apply to—
DODWELL & Co., Ltd.,
Agents.

Hongkong, 21st April, 1906.

FOR LONDON AND ANTWERP.

THE Steamship
"BENMOHR,"
Captain Walzer, will be despatched as above
on or about the 4th June.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th May, 1906.

VESSELS ON THE BEATH

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
1906

STEAMERS	SAILING DATE
"SATSUMA"	7th June
"SIKH"	31st May
"WRAY CASTLE"	To follow

For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.

Hongkong, 23rd April, 1906.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, THAILAND, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

"EASTERN."

Captain Powell, will be despatched for the
above Ports on SATURDAY, the 2nd June, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To ensure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th April, 1906.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS
Gutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

408

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcester, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. L. T. Latham,
Shanghai.
Andromeda, cruiser, 11,000 tons, 16 guns, 15,000
h.p., Capt. Nelson, Amoy, on route
Colombo.
Astron, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain C. L. V. Khan, on
Shanghai.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. E.
C. W. Davidson, Yangtze.
Brilliant, gunboat, 710 tons, 800 h.p., Lieut.
W. L. Bamford, Yangtze.
Cadmus, British ship, 1,070 tons, Comdr. H. D.
Carr, on route Shanghai.
Clio, British ship, 1,070 tons, Comdr. H. D.
Wilkin, D.S.O., Yangtze.
Dialon, 1st class cruiser, 11,000 tons, 16 guns,
15,000 h.p., Capt. H. W. Savory, Hongkong.
Fame, torpedo-boat destroyer, 350 tons, 6
guns, 5,000 h.p., Lieut-Comdr. Hughes,
Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Capt. Grant Dalton, S. America
Ports.
Handy, torpedo-boat destroyer, 350 tons, 6 guns,
4,000 h.p., Lieut-Comdr. Carr, Shanghai.
Hart, torpedo-boat destroyer, 350 tons, 6 guns,
4,000 h.p., Lieut-Comdr. R. Henniker,
Hankow, Shanghai.
Janus, torpedo-boat destroyer, 350 tons, 6 guns,
3,900 h.p., Lieut-Comdr. Darvall, Shanghai.
Kent, cruiser, armed, 1,800 tons, 14 guns,
2,200 h.p., Captain S. V. Yde, Hongkong,
on route Shanghai.
King Alfred, British battleship, 14,000 tons,
Capt. Cecil F. Threlby, on route Shanghai.
Kinshasa, river gunboat, 331 tons, Lieut-Comdr.
E. V. F. R. Dugmore, on Yangtze.
Moorhen, river gunboat, 120 tons, 2 guns,
Lieut-Comdr. F. B. Noble, West River.
Otter, torpedo-boat destroyer, 350 tons, 6 guns,
3,900 h.p., Lieut-Comdr. Killis, Shanghai.
Rambler, surveying ship, 583 tons, Comdr.
Chas. E. Moore, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut-Comdr. Vaughan, West River.
Saunders, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut-Comdr. H. T. Alday, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut-Comdr. T. J. S. Lyne, Yangtze.
Tees, receiving ship, 4,900 tons, 6 guns,
Commodore H. P. Williams, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. Secretan, on Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut-
Comdr. West, Singapore.
Vireo, torpedo-boat destroyer, 350 tons, 6 guns,
5,300 h.p., Lieut-Comdr. Stevenson,
Shanghai.
Waterwitch, surveying ship, 630 tons, 450 h.p.,
Comdr. A. W. Glennie, surveying
Shanghai.
Whiting, torpedo-boat destroyer, 350 tons, 6
guns, 5,900 h.p., Lieut-Comdr. C. E. L.
Thomas, on route Shanghai.
Wiggon, gunboat, 190 tons, 2 guns, 300 h.p.,
Lieut-Comdr. G. B. Spicer-Simson, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut-Comdr. Hugh Somerville, Yangtze.
Woodmark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut-Comdr. J. F. Knox, Yangtze.

SHIPPING IN PORT.

STEAMERS.	
AMARA, British str., 1,390, C. J. Matlock, 19th May—Chinkiang 14th May, Rice—Jardine, Matheson & Co.	
AMERICA MARU, Japanese str., 3,400, Philip Goring, 15th May—San Francisco 14th April, General—Toyo Kisen Kaisha.	
ANGLO-CANADIAN, British str., 2,680, D. Swan, 20th May—Cardiff 28th March, Ballast—Order.	
ANGLO-SARCON, British str., 2,671, Charles Moore, 8th May—Cardiff 16th March, Coal—Order.	
ARANIA, German str., 2,388, H. Metzenthin, 16th May—Portland via Yokohama, Kobe and Moji 9th April, General—Portland & Asiatic S. S. Co.	
BIRNTHUAN, French str., 1,636, H. Bant, 15th May—Chinkiang 10th May, Rice and Beans—Bradley & Co.	
CAIRO, Norwegian str., 1,281, J. Larsen, 19th May—Saigon 14th May, Rice—Angard, Thorsen & Co.	
CATHMINE APGAR, British str., 1,730, A. Stewart, 14th May—Calcutta and Singapore 5th May, General—D. S. S. Co.	
CHILDAH, Norwegian str., 1,102, H. Nielsen, 15th May—Mail 10th May, Coal—Angard, Thorsen & Co.	
CHUPHONG, British str., 1,189, G. S. Weigall, 16th May—Thailand 23rd May, General—Jardine, Matheson & Co.	
CHUYEN, Chinese str., 1,177, O. Stewart, 19th May—Shanghai 16th May, General—Chinese.	
FAIR, Norwegian str., 1,389, G. M. Gundersen, 20th May—Bergen 28th April, Timber—Sander, Winder & Co.	
FIDUS, German str., 338, H. Wagner, 6th May—Wakamatsu 30th April, Coal—Sander, Winder & Co.	
FLEISCHER, British str., 3,000, G. C. Gundy, 18th May—Shanghai 17th May, General, Shawan, Tomes & Co.	
FOOK SANG, British str., 1,087, W. E. Sawyer, 15th May—Calcutta 1st May, Coal—J. R. Mather & Co.	
FRIEDORF, Norwegian str., 801, H. H. Hummel, 19th May—Wuhu and Chinkiang 14th May, Rice and Grain—Gundersen & Co.	
HACHING, British str., 1,367, Hodgkin, 20th May—Foolchow 17th May, Amy 18th and Swatow 19th, General—Douglas Loppin & Co.	
HAKATA MARU, Japanese str., 630, Geo. Anderson, 10th May—Kobe via Moji 13th May, General and Coal—Nippon Yusen Kaisha.	
HANS WAGNER, German str., 1,965, Kagemann, 20th May—Saigon 14th April, Sugar, Lanta, Wed. net & Co.	
HENSANG, British str., 1,536, Davies, 17th May—Wuhu and Chinkiang 12th May, Rice—Jardine, Matheson & Co.	
HUG, French str., 755, Gohman, 7th May—Haiphong and Kwangchowwan 6th May, Pigs and General—A. R. Marty.	
HUYER, Brit. str., 2,780, J. G. McKechnie, 16th—Moji 16th May, Coal—Doddwell & Co.	
ITAKA, German str., 1,450, H. Eckhorn, 20th May—Swatow 19th May—Siemens & Co.	
JAVA, Austrian str., 2,388, L. Klocak, 13th May—Kuchinchiu 7th May, Coal—Doddwell & Co.	
KICKIANG, British str., 1,224, W. O. Jones, 15th May—Shanghai 11th May, General—Butterfield & Swire.	
KWANGTUNG, Chinese str., 1,536, W. H. Lum, 15th May—Shanghai 12th May, General—C. M. S. N. Co.	
LYERMOON, German str., 1,925, Th. Lehmann, 9th May—Wuhu 5th May, Rice—Siemens & Co.	
NORFOLK, British str., 2,231, R. Forley, 20th May—Penang 8th April, Coal—Admiralty.	
PETCHAIAK, German str., 1,375, G. Hillmann, 20th May—Bangkok 11th May and Swatow 16th May, Rice and Timber—Butterfield & Swire.	
POW-SATON, British str., 1,510, W. R. Turner, 16th April—Moji 16th March, Coal—Doddwell & Co.	
PROGRESS, German str., 687, H. Balwen, 19th May—Newchwang 12th May, Beans—Siemens & Co.	
PROMINENT, Norwegian str., 746, J. Christianson, 19th May—Bangkok 12th May, Rice—Order.	
PROTOS, Norwegian str., 835, Larsen, 16th May—Newchwang and Canton 9th May, General—Angard, Thorsen & Co.	
QUANTRON, British str., 1,250, Malson, 19th May—Saigon 13th May, Rice and Fruit—Sander, Winder & Co.	
QUINTA, German str., 1,100, Fashin, 16th May—Chinkiang 11th May, General—Siemens & Co.	
RAJAH, German steamer, 1,450, C. Wolff, 13th May—Bangkok 6th May, General—Chinese.	
SAICHI, BRIDE, British steamer, 2,514, W. Naylor, 20th April—Catala 8th March, Coal—Government.	
SAIBEN, German str., 998, E. Reinwaldt, 18th May—Bangkok 11th May, Rice—Butterfield & Swire.	
SHANGHAI, British str., 1,228, P. Boyd, 12th May—Chinkiang 6th May, Rice—Butterfield & Swire.	
SHANGHAI, British str., 1,107, Northcombe, 19th May—Shanghai 8th May, General—Butterfield & Swire.	
STANDARD, Norwegian str., 894, H. V. Bell, 13th May—Bangkok 6th May, Rice—Angard, Thorsen & Co.	
SULLBERG, German str., 723, C. Luppi, 17th May—America Linie.	
TAMAR, German str., 1,065, Ulvestedt, 12th April—Swatow 11th April, Ballast—E. A. Trading.	
TAI HIN, British str., 1,100, Lains, 14th May—Kochichang 7th May, Rice and General—Bradley & Co.	
TAIWAN, British str., 1,040, Martin, 16th May—Bangkok 10th May, Rice—Chinese.	
TAIWAN, British str., 2,768, W. Davison, 19th May—Yamcater 3rd April, General—C.P.R. Co.	
TEAN, British str., 1,340, Sommerhelle, 18th May—Manila 18th May, General—Butterfield & Swire.	
TINHOW, British str., 901, C. J. Kerr, 16th May—Cardiff 16th May, Coal—Portland Fuel—Arnhold, Kerberg & Co.	
TRACON, British str., 9306, Garlick, 18th May—Seattle via Manila 9th April, General—Doddwell & Co.	
THOONIA, British str., 1,690, Powell, 14th May—Swatow 13th May, Bulk Oil—Arnhold, Kerberg & Co.	
WINGHANG, British str., 1,817, Walker, 12th May—Wuhu 2th May, Rice—Jardine, Matheson & Co.	
WUCHI, British str., 1,227, E. Richards, 18th May—Wuhu 13th May, Rice—Butterfield & Swire.	

